

THE MAILS

them. The Government, too, of a colony of unbounded resources, can improve what the country has to offer. Some valuable public works await. But the citizens and the colonists who have lost their little all and are reduced to sheer destitution, being with their families as hundreds are, without any means of support, must be helped. I want in this prominent form, to

**THE UNION COMPANY'S LINE.—A RUN TO
MELBOURNE**

sympathy. The noble work of rescue is now fairly launched, and we trust that every resident in Sydney and its suburbs, and every colonist in New South Wales, will not only be a giver, but a worker in presenting a substantial tribute of our sympathy to Queensland.

The steamer was ordered to leave at 2 o'clock, and was in readiness to cast-off at that hour, but in consequence of the mail train from Sydney having been

gross" with regard to the increased railway rates, which are causing irritation in some parts of the country, exhibits a singular mixture of good sense and what we must regard as its opposite in dealing with an important practical question. Of

assured. The Aberdeen has a full cargo of wool and other colonial products. She left in good trim, and a speedy run home is anticipated.

parts of the country in regretting that such an increase was found necessary. We agree with him, too, in holding that "it was no fault of the Commissioners that non-paying lines were made, and they ought not to be a charge

miles, 1603 miles, 1642 miles, and 1616 miles. The three best day's runs were 300 miles, 301 miles, and 309 miles. This excellent work was due, in great extent, to

We have these non-paying lines, and the Commissioners when they were appointed were invested with the duty of making, not necessarily each line, but the railway system as a whole, pay. The necessity of raising the rates in a time of depression

glass ale, bulk and case whisky, bale goods, drysaltery, &c.—a departure was taken from the Fall-of-the-Bank on

economics which stifle depression enforces on the community. If we start from the point about which we believe that the public holds but one opinion, that the railways are to be made to pay, the railway managers have but a choice of a small number of alternatives before them.

THE AGNES OSWALD.—A CALL AT TRISTAN.—A SHIPWRECKED CREW.

death to tell us that in a time of shrinkage and depression the financial balance should be restored by lowering rates, and thus stimulating traffic. The essential condition of a time of general depression is that such traffic does not exist, and that the ordinary quantity of

they elected to remain until they got a ship to Europe direct. The islanders in the second boat were supplied with some small matters and after exchange of

not required. When we are told that the deficit should be made good out of general revenue, or that a special land tax should be imposed to meet it, we at once recognise that we have wandered from practical business into theoretical politics. What railway managers have

the hold, his fall being about 20ft. He was subsequently removed to the Wollongong Hospital, where he was attended by Dr. Lee. It was ascertained that Koo was

such a time are the alternatives of increasing the income or of reducing the expenditure. To say that those who feel the pinch object to it is not to throw any new light on human nature. The railways must be run to pay. If they do not pay on the present footing, the Government will have to take the matter into their hands. The Government will have to take the matter into their hands. The Government will have to take the matter into their hands.

The steamer *Bolingen*, from Antwerp and Hamburg, is due here to-morrow. On the voyage out, when crossing

measures must be resorted to. It is no use telling us that we should adopt devices to develop traffic in uninhabited country, or at a time when all activity suffers from depression. So far from complaining of the course the Railway authorities have taken, I think that the railway commission Mr. Short delivered his address to large audiences and interested associations. His handsome model of the Tabernacle of Israel in the wilderness erected on a raised platform in front of the pulpit measuring 15ft. by 12ft., and overhung with large, attractive diagrams, and as an object looked proved very attractive. The chaplain, the Rev. Canon Youatt, addressed the assembly, as usual.

reference in the arrangements between this colony and the Governments of New South Wales and Victoria for the

will be given to sell that which we abhor as a vile and unchristianlike commission. A large number signed the cards presented by Mr. Short.

Messrs. EDWARDS, DUNLOP, and Co. send us their latest volume issued in the Badminton Library. It is devoted to "Cresting and Falcromy."

MR. DAVID LEHMAN, F.R.G.S., of Adelaide has sent us an interesting and valuable map, show-

Board now proposes to spend some £1200 on necessary repairs to Swan Island light, and this has caused Victoria to

A CABINET meeting was held this morning, and a meeting of the Executive Council will be held at noon. Ministers held a meeting yesterday afternoon. They were waiting for news from South Sydney, and in the meantime were discussing matters of general policy. A messenger was despatched to the hustings, and came back with the news that Mr. W. Scientific and Exploring Expedition. Mr. Lindsay says, it will be remembered, commanded the expedition. The map was compiled and drawn by Messrs. Lindsay and Wells.

A MAN named John Parker, a warehouseman, met with an accident yesterday morning. He was working on the second floor of Messrs.

THE MAMAR'S FROZEN MEAT CARGO.

A MEETING to express sympathy with sufferers by the Queensland floods and to establish a relief fund was held at the Centennial Hall last evening, under the presidency of the Governor. His Excellency made an appeal on behalf of the sufferers, and resolutions were passed in conso-

22nd December. South African, sailing out for, East, 17 1/2
by 27ft. by 13ft., by Messrs. Workman, Clarke, and Co.,
Hobart for the South African Ship Company, Limited.

Tax polling to fill the vacancy in the representation of South Sydney in the Legislative Assembly took place at the hustings, Belmore Park, yesterday, and resulted in the election of Alderman W. F. Manning (protectionist), who polled 1955 votes, as against 1962 by Mr. E. W. Foxall

NEWCASTLE.—Arrivals: February 12, Buninyong (s.), from Sydney. February 13, Gwydir (s.), Tasmania (s.).

the day were attributable for an absence of that excitement which generally characterizes a Parliamentary election.

Mr. JAMES TAYLOR, who has been appointed Government meteorologist, and who arrived in Sydney on Saturday, had an interview with the Minister for Mines yesterday. Mr. Taylor predicted that the weather would be fine and pleasant for the remainder of the week.

YESTERDAY MORNING a man residing in Balmain saw a dead body floating in the water of Johnson's Bay. The body was found about 10 o'clock, and was identified as that of a man named John Smith, who had been missing since the 15th inst.

partures: February 13, Putona (s.) and George (s.), from
Campana; Gladstone ship for the English Channel.

the mines where the most refractory ore is found. It is proposed that the students, both at the University and at the Technical College, shall have facilities for obtaining instruction at the works proposed to be established by Mr. Taylor. Mr. Taylor will receive a salary of £1000 per annum.

a.m. Passed: February 13, Peregrine (s.) at 7 a.m., Helen Nicol (s.) at 7 a.m., both north; Mount Kembla (s.) at

Dr. Remick, who has charge of the mineral department, ought to be there as soon as possible. Mr. Carso left Sydney by the a. s. Monrovia, and should be in Chicago in the course of a few days. It is also stated by Dr. Remick that he has obtained an extension of time for replacing the light wines which were injured by

schooners, Petrel, Ability, Active, ketches, loaded ready
for sea, weather-bound.

A MEETING of the Marine Board was held yesterday afternoon, when the inquiry into the

Departures: February 18, Barrabool (s.) at 11.15 a.m., for Sydney; Tasmania (s.) at 3 p.m., Gwydir (s.) at 4.15 p.m., both for Bullock; Voderl (s.) at 5 p.m., for Melbourne.

examined, and deposed that the vessel had been insured for half its value. The board, after brief consideration, reported that the vessel had left Sydney in the latter end of December last, bound for Port Stephen, but did not reach her destination. The body of the mate of the vessel had been picked up off Broken Bay. The missing

PORT KENNELA.—Arrival: February 13, Melbourne (A.)
at 11 a.m., from Melbourne.

We publish elsewhere the second article by our Special Reporter on the "Financial Condition of the Friendly Societies of New South Wales." In it reference is made to the contributions paid and the benefits offered, whilst allusions are also made to the reasons why the Registrar of Friendly Societies has taken a firm stand in regard to the

MONDAY HEADS.—Departures: February 12, Trident (s.)

On Friday evening, we appointed a deputation to confer with Mr. Ogilvie on the subject.

Two mails by the S.S. Himalaya, dated London, 13th January, will be delivered this morning from the General Post Office to the private boxholders and at the delivery windows at 9 o'clock, and by city and suburban carriers from

steamer at 12.45 a.m.; J. C. Taylor, ketch, at 2.45 p.m.
Quitted: February 15, a barque at 11.30 a.m.

man of North Botany show the incorporation of the borough, will be a candidate at the forthcoming election of transit commissioners.

During the week previous duty has been paid on the following vessels:—Dryden, J. E., Sumner

NEW BOOKS WANTED.—Give name, age, grade, and price.

11

